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INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(51) International Patent Classification ⁶ : B01D 53/94	A1	(11) International Publication Number: WO 96/39244 (43) International Publication Date: 12 December 1996 (12.12.96)
(21) International Application Number: PCT/GB96/01322 (22) International Filing Date: 5 June 1996 (05.06.96) (30) Priority Data: 9511412.0 6 June 1995 (06.06.95) GB (71) Applicant (for all designated States except US): JOHNSON MATTHEY PUBLIC LIMITED COMPANY [GB/GB]; 78 Hatton Garden, London EC1N 8JP (GB). (72) Inventors; and (75) Inventors/Applicants (for US only): FISHER, Janet, Mary [GB/GB]; 14 Tithebam Grove, Calcot, Reading RG31 7YX (GB). GRAY, Peter, Geoffrey [AU/GB]; The Linney, Blount's Court Road, Sonning Common, Reading RG4 9RS (GB). RAJARAM, Raj, Rao [MU/GB]; 78 Norfolk Avenue, Slough, Berkshire SL1 3AD (GB). HAMILTON, Hugh, Gavin, Charles [GB/GB]; 12 Rotherfield Way, Caversham, Reading RG4 8PL (GB). ANSELL, Graham, Paul [GB/GB]; 1 Thornbury Green, Twyford, Berkshire RG10 9RH (GB). (74) Agent: WISHART, Ian, Carmichael; Johnson Matthey Technology Centre, Blount's Court, Sonning Common, Reading RG4 9NH (GB).		(81) Designated States: AU, JP, US, European patent (AT, BE, CH, DE, DK, ES, FI, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE). Published <i>With international search report.</i>
(54) Title: DIESEL ENGINE EXHAUST GAS PURIFICATION SYSTEM (57) Abstract The NOx emissions from diesel engines may be reduced by incorporating an adsorbent for unburnt fuel in the exhaust, together with a lean NOx catalyst. The adsorbent adsorbs unburnt fuel during cooler parts of the engine operating cycle, and releases it during hotter parts of the cycle, so that it is effective to reduce NOx.		

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Diesel engine exhaust gas purification system.

The present invention concerns improvements in emission control, more especially, it concerns improvements in the control of regulated emissions from diesel engines.

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Light duty diesels, for example those of up to about 2.5 litre capacity used in private cars and light vans, show much better fuel economy and hydrocarbon emissions than gasoline engines and are increasing in number. Emissions from diesel engines are now being regulated by legislation, and whilst hydrocarbon emissions do not present a problem in meeting emission limits, NO_x is problematical. Since the exhaust gases from lean-burn engines such as diesels are high in oxygen content

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throughout the cycle of operation, it is more difficult to reduce NO_x to N₂. A contribution to this problem is the low exhaust gas temperature in comparison to gasoline-fuelled engines, which can also vary quite dramatically according to operating conditions. Thus, for a state of the art diesel exhaust catalyst system, 50% of hydrocarbons are oxidised at a temperature in the range 190 to 250°C, and this inclines to 100% at higher temperatures. The conversion of NO_x, however, shows very different characteristics, with a marked peak, creating a "window" of conversion at the 30 to 60% level, at a range of temperatures depending upon the catalyst system and engine system. This is illustrated in accompanying Figure 1. As mentioned, the exhaust gas temperature will vary over a test cycle, so that the catalyst is seldom at a suitable temperature for optimum conversion. Over a test cycle therefore, the cumulative conversion efficiency for diesel NO_x may only be about 10%. In fact, as the catalyst temperature drops below the peak conversion temperature for NO_x, the temperature is also below "light off" for HC conversion. Accordingly, most of the unburnt hydrocarbons go out the tail pipe unreacted, along with unconverted NO_x. It is to be noted that the exhaust temperature with heavy duty diesels is much higher and therefore these do not face quite the same problems. Nonetheless, the present invention offers improvements in emission control particularly during start-up of heavy duty diesel engines, and offers the potential to control emissions to meet expected future regulations.

It is an aim of the present invention to provide a diesel engine system capable of a substantial reduction in emissions of NO_x, especially but not exclusively from light duty diesel engines.

Herein, diesel engines are those fuelled by fuel oil of the type often known as "gas-oil". The invention may also be applied to diesel compression ignition engines fuelled by other fuels including oxygenated fuels.

5 We would mention GB Patent 1407772 (Nissan), which concerns an internal combustion engine fitted with a three-way catalyst, and teaches a complicated system which includes supplying additional fuel into the exhaust upstream of the catalyst, in order to assist in the reduction of NO_x to N₂. The skilled person considers that the teaching of this patent is only relevant to gasoline-fuelled engines. There is no
10 suggestion that unburnt fuel may be collected from the exhaust gas instead of the supply of additional fuel upstream of the catalyst.

WO 94/22564 (Engelhard) describes a catalyst composition for treating diesel engine exhausts, comprising a ceria component and a catalytically active amount
15 of a zeolite. The purpose of this catalyst composition is stated to be the oxidation of volatile fractions, and the catalyst is operated under oxidising conditions, and is completely unconcerned with levels of NO_x.

The present invention provides a diesel engine system which exhibits
20 a higher exhaust gas temperature and a lower exhaust gas temperature, said lower temperature being insufficient for significant catalytic conversion of NO_x to N₂, and a lean NO_x catalyst system comprising lean NO_x catalyst and an adsorbent for unburnt fuel, arranged and constructed so that during the lower exhaust gas temperature parts of the engine operating cycle, the adsorbent adsorbs unburnt fuel, and during the higher

exhaust gas temperature parts of the operating cycle, the adsorbent releases unburnt fuel, which combined with unburnt fuel in the exhaust gas, is effective to increase the conversion of NO_x.

5 The invention further provides a method of increasing the conversion of NO_x in a diesel engine fitted with a catalyst system, which catalyst system comprises a lean NO_x catalyst and an adsorbent for unburnt fuel, comprising permitting said adsorbent to adsorb unburnt fuel from the exhaust gases, during parts of the engine operating cycle in which the exhaust gases are cooler and permitting said adsorbent to
10 desorb unburnt fuel during parts of the operating cycle in which the exhaust gases are hotter, whereby the conversion of NO_x is increased in aggregate over a total operating cycle.

 It is recognised that the use of adsorbent has been recommended for
15 gasoline engines. However, the emission characteristics of gasoline engines are very different from those of diesel engines. In particular, unburnt fuel is particularly a problem during cold starts of gasoline engines, that is before the catalyst lights off. Unburnt fuel emissions from the first few minutes of operation may dominate the aggregate emissions over a test cycle. Accordingly, for gasoline engines, an adsorbent
20 acts to adsorb unburnt fuel during cold start, and releases it once the catalyst has reached light-off, for oxidation. After light-off there is no actual need for the adsorbent, especially as the gasoline engine and catalyst system does not cycle significantly through cooler parts of the operating cycle during operation. Since diesel engines do not have any great difficulty meeting the regulated emission levels for

unburnt fuel, there is no reason to use an adsorbent to reduce hydrocarbon levels in exhaust gases. In the present invention, the adsorbent is used to accumulate hydrocarbon in order to reduce NOx emissions during parts of the operating cycle, and we believe this to be a wholly novel concept. The characteristic cycling of exhaust gas temperature in diesel engines during FTP or ECE tests is important to the operation of the present invention. If the exhaust gas was at "steady state" the adsorbent would eventually saturate and there would not be an overall improvement in NOx conversion. The cycling permits the adsorbent to adsorb unburnt fuel during the cool part of the cycle when there would be little catalytic conversion of NOx and to desorb unburnt fuel during the hotter part of the cycle (simultaneously regenerating the adsorbent), in order to convert NOx when the catalyst is at a higher temperature.

It will be readily understood by the skilled man that "hotter" and "cooler" or equivalent terminology used herein is with reference to the average exhaust gas temperature, and that there are clear cycles from lower temperatures to higher temperatures during emission tests. These cycles are shown in accompanying Figure 2. Desirably, the adsorbed fuel is desorbed during maximum conversion of NOx to N₂, which is, for most state-of-the-art Pt-containing lean-NOx catalysts, at catalyst temperatures of from 190 to 250°C.

The adsorbent may be any adsorbent capable of reversibly adsorbing the particular fuel or unburnt by-products under operating conditions, and may conveniently be a zeolite. There are a variety of zeolites which are capable of performing this duty, including non-metallised zeolite such as ZSM-5, ion-exchanged

or metal impregnated ZSM-5, and zeolite in which the silica to alumina ratio is very high, such as silicalite. Metallised or non-metallised zeolite, *eg* mordenite, Y and β zeolite may be used. It may be desirable to incorporate a metal, especially cobalt, platinum or one of the other platinum group metals, or a rare earth, in the adsorbent, and in some cases, this may improve cleaning of the adsorbent surface during regeneration. The particle size and pore size may be adjusted or chosen in order to improve trapping and release characteristics for the hydrocarbon molecules. Combinations of zeolites may also be beneficial.

The catalyst chosen may be one of the class generally known as diesel catalysts, or lean NO_x catalysts, and may be, for example, a Pt on an alumina, alumina-zirconia, zirconia, sulphated zirconia, silica-alumina, silica, titania, silica-titania or tin oxide-alumina support system. The Pt may be combined with another catalytic or promoting metal, *eg* Pt-Co, Pt-Ru, Pt-Ir, Pt-Rh or Pt-Pd, on any of the above supports or on a zeolite, *eg* ZSM-5. Other lean NO_x catalysts such as Cu on ZSM-5 may be used, and the exact nature is not believed to be critical to the operation of the present invention.

The catalyst is preferably carried on a catalyst support substrate, *eg* a metal or, preferably, a ceramic monolith of the honeycomb flow-through type, and may be on a separate monolith from the adsorbent. It may be desirable, however, that both catalyst and adsorbent are deposited on the same monolith. Suitably, for example, a standard cordierite monolith is washcoated with a slurry of high surface area alumina, then is dried and fired. The coated monolith may then be impregnated with

catalytically active components, *eg* a solution of one or more platinum group metal salts or compounds, and dried and fired. An outermost layer of adsorbent may be applied by washcoating with a slurry of the adsorbent together with a supplemental adherence modifier such as a colloidal silica material, *eg* that known as "Ludox". The adsorbent may, for example, form 67% by weight, on a dry basis, of the slurry, and the silica material forms 33% by weight, on a dry basis. It may be necessary to apply each washcoat several times, in order to obtain the optimum loading for the particular system. Alternatively, similar coating and impregnation may be used to apply the adsorbent to the washcoated monolith, then a further washcoat of alumina before the catalyst is applied as the outermost layer. If desired, the adsorbent and catalyst may be applied in a single, mixed layer. The skilled man may adapt the invention as described herein without departing from the inventive scope.

The nature of the present invention will be better appreciated with reference to the accompanying drawings, in which

Figure 1 is an illustration of HC and NO conversion over a catalyst plotted against gas temperature.

Figure 2 illustrates the gas temperature at the inlet to a catalyst in a diesel VolksWagen Golf on the FTP test cycle, and

Figures 3 to 6 are traces of NO_x conversion in a simulated engine operation.

Referring to Figure 1, it can be seen that NO conversion reaches a sharp peak at about 200°C. Over much of the temperature range, NO conversion was below 10%. At peak NO conversion, the conversion of HC is less than maximal.

5 Considering the FTP plot (Figure 2) it can be seen that much of the time, the gas temperature at the inlet to the monolith is between 150 and 200°C, during which there is very low conversion of NO and HC.

10 Figure 3 represents the results from testing a model diesel exhaust gas (400ppm NO_x, 800ppm C₃H₆, 12% O₂ balance N₂) in a transient test rig which modelled exhaust gas temperatures according to a cycle typical of the middle section ("cold stabilised") of a FTP test cycle. The exhaust gas was fed to a catalyst system according to the invention, composed of a commercial diesel catalyst (1 part by weight) admixed with zeolite ZSM-5 (1 part by weight). A peak NO_x conversion of about 60%
15 was observed, compared to a peak of about 30% for a control experiment using the same catalyst, without zeolite. In addition, it is believed that the width of the NO_x conversion trace is increased.

20 Figure 3 shows a dip between two peaks. This is believed to be caused by the catalyst heating up to a temperature above the peak NO_x conversion temperature.

Further tests have been carried out to compare the performance of 0.3g of 1wt% platinum on alumina powder which is blended with a further amount of

alumina (0.3g), with the same platinum on alumina powder blended with 0.3g of ZSM-5 adsorbent. A modified FTP test for diesel engines, representing the middle section of the test, during which the exhaust gas temperature cycles between about 170°C and 240°C, was performed. and the results are shown in Figure 4. The lower set of traces show NOx conversion for the catalyst and ZSM-5 blend, and a standard calculation carried out by computer shows an average NOx conversion of 33.4%. The upper set of traces, for the catalyst and alumina powder, shows an average NOx conversion of 21.0 %. In both sets of traces, the broken line represents temperature.

The test gas used in these tests, and in the following tests, was a model diesel exhaust consisting of 400ppm propane, 200ppm NOx (NO), 4.5% CO₂, 200ppm CO, 20ppm SO₂, 5% water vapour, 12.5% O₂ and the balance being N₂.

Additionally, the same test was carried out using a catalyst system more representative of a commercial system, that is a standard cordierite catalyst carrier, in the form of a monolith of 1 inch diameter and 1.5 inch length (25.4mm diameter, 38.1mm length), having 400 cells per square inch (400 cells/645.16mm² or 0.62 cells/mm²). The monolith carried 3g per cubic inch (3g/16.39cm³ or 0.18g/cm³) of washcoat, which was either alumina or a 50/50 mixture of alumina and ZSM-5. The washcoated monolith carried platinum in an amount of 70g/cubic foot of catalyst volume (70g/28.32 litres or 2.5g/litre). The average NOx conversion for the present invention, catalyst and adsorbent, was 29.4% (lower traces), whereas the average NOx conversion for the standard catalyst system was 16.4% (upper traces), and the results are shown in Figure 5. In both sets of traces, the broken line represents temperature.

For both of the above tests, the average NO_x conversion is much improved by the incorporation of an adsorbent.

The identical monoliths and powders used in the last-mentioned tests, were used for tests measuring NO_x conversion, when the model exhaust gas was heated at a linear heating rate of 50°C/minute. The results are shown in Figure 6, the upper set of traces being for the monoliths, and the lower set of traces being for the powders. In both sets of traces, the continuous line represents conversion by the catalyst and adsorbent, whereas the broken line represents conversion by the catalyst and alumina. In both cases, there is a very substantial improvement in peak NO_x conversion and in aggregate NO_x conversion, as shown by the areas under the curves, for the catalyst systems used in the present invention.

In all cases, NO_x conversion was measured using a chemiluminescent analyser.

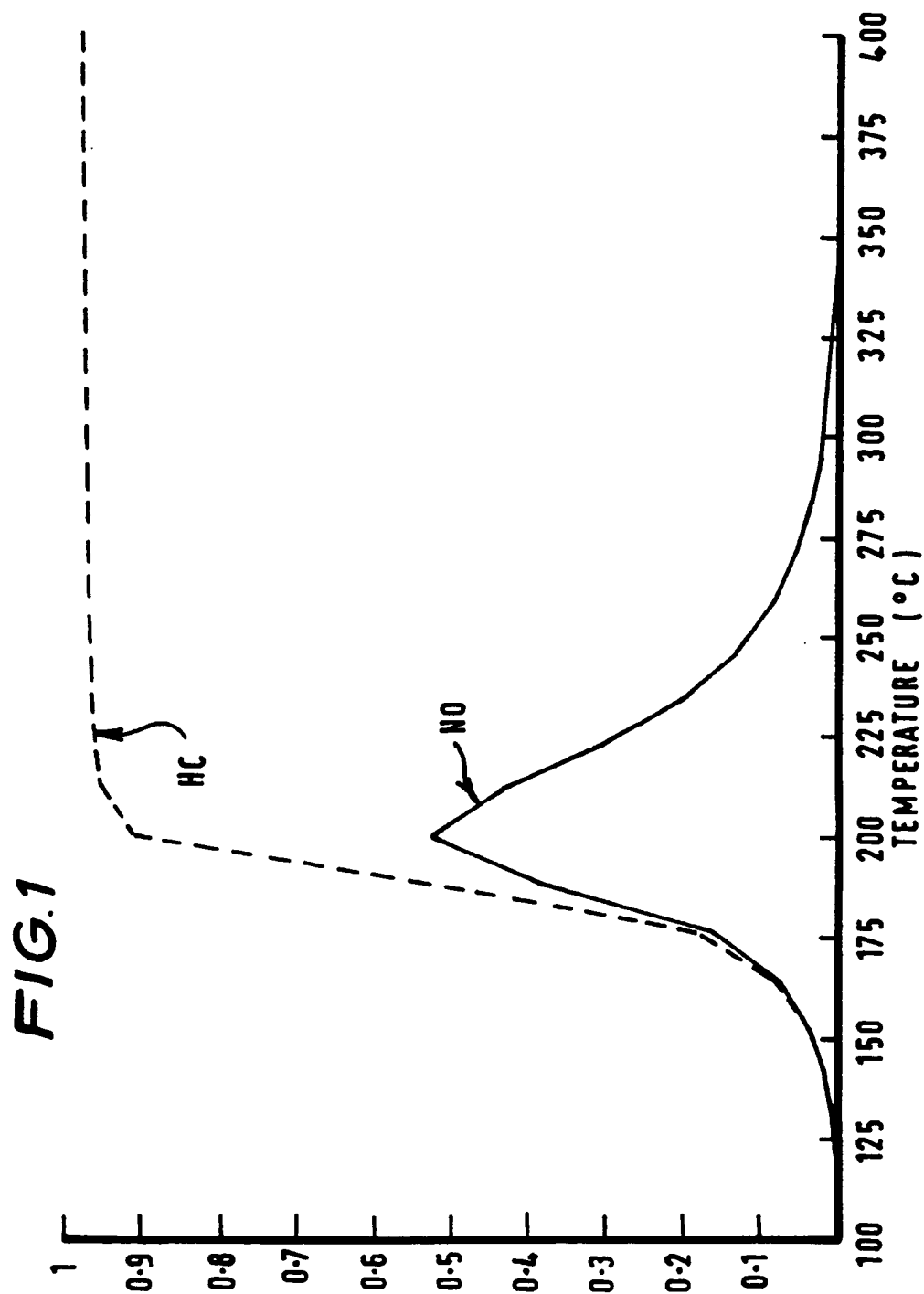
CLAIMS

1. A diesel engine system which exhibits variation between a higher exhaust gas temperature and a lower exhaust gas temperature, said lower temperature being insufficient for significant catalytic conversion of NO_x to N₂ and a lean NO_x catalyst system comprising a lean NO_x catalyst and an adsorbent for unburnt fuel, arranged and constructed so that during the lower exhaust gas temperature parts of the engine operating cycle, the adsorbent adsorbs unburnt fuel, and during the higher exhaust gas temperature parts of the operating cycle, the adsorbent releases unburnt fuel, which combined with unburnt fuel in the exhaust gas, is effective to increase the conversion of NO_x.
2. A system according to claim 1, wherein the adsorbent is a metallised or non-metallised zeolite.
3. A system according to claim 1 or 2, wherein the catalyst is a platinum-based catalyst on an oxide or zeolite support.
4. A system according to any one of claims 1 to 3, wherein the diesel engine is a light duty diesel.
5. A system according to any one of the preceding claims, wherein the adsorbent is effective to desorb unburnt fuel in the temperature range 190 to 250°C.

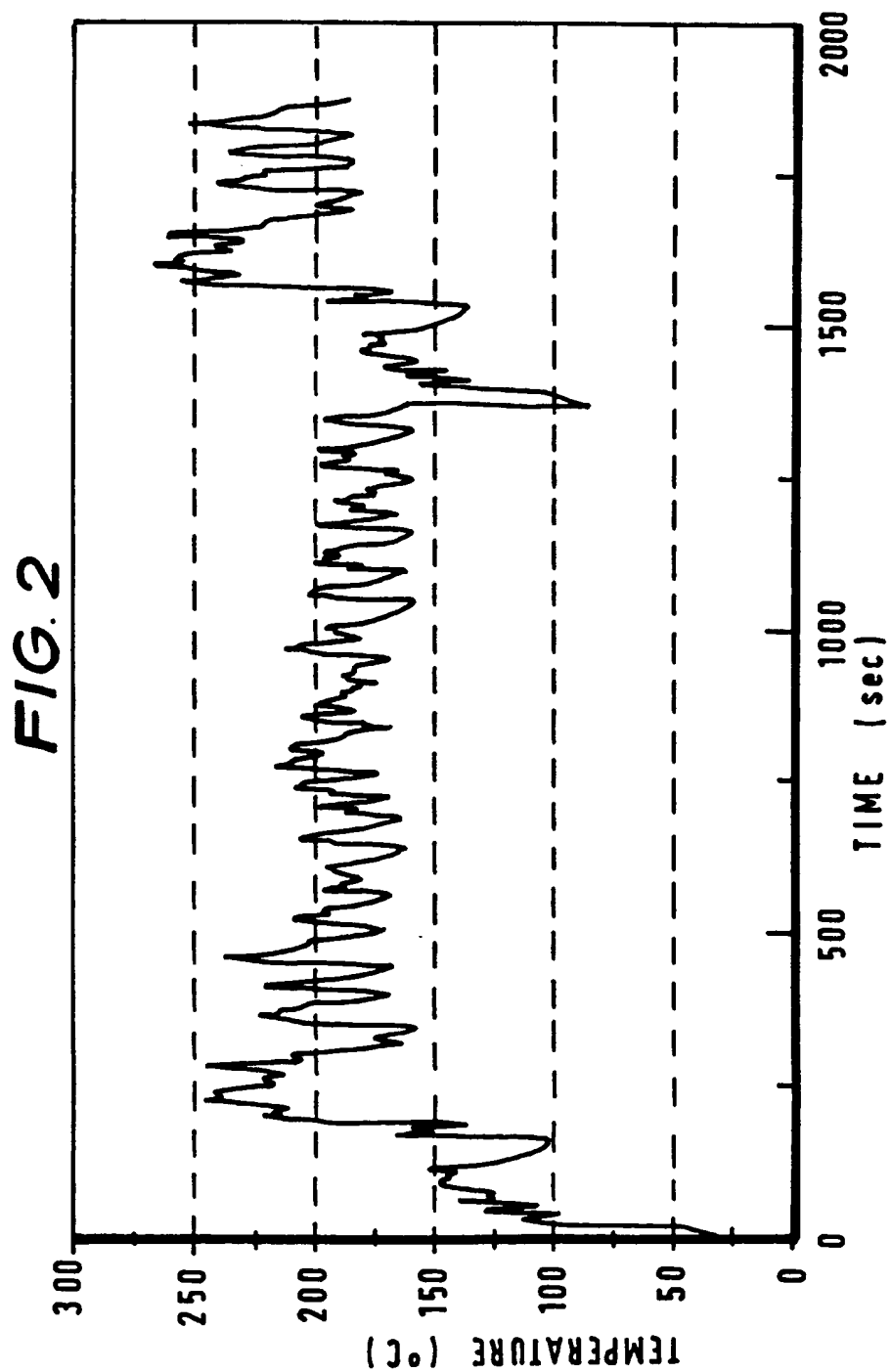
6. A method of increasing the conversion of NO_x in a diesel engine fitted with a catalyst system which catalyst system comprises a lean NO_x catalyst and an adsorbent for unburnt fuel, comprising permitting said adsorbent to adsorb unburnt fuel from the exhaust gases during parts of the engine operating cycle in which the exhaust gases are cooler and permitting said adsorbent to desorb unburnt fuel during parts of the operating cycle in which the exhaust gases are hotter, whereby the conversion of NO_x is increased in aggregate over a total operating cycle.

7. A method according to claim 6, wherein the adsorbent is effective to desorb unburnt fuel in the temperature range from 190 to 250°C.

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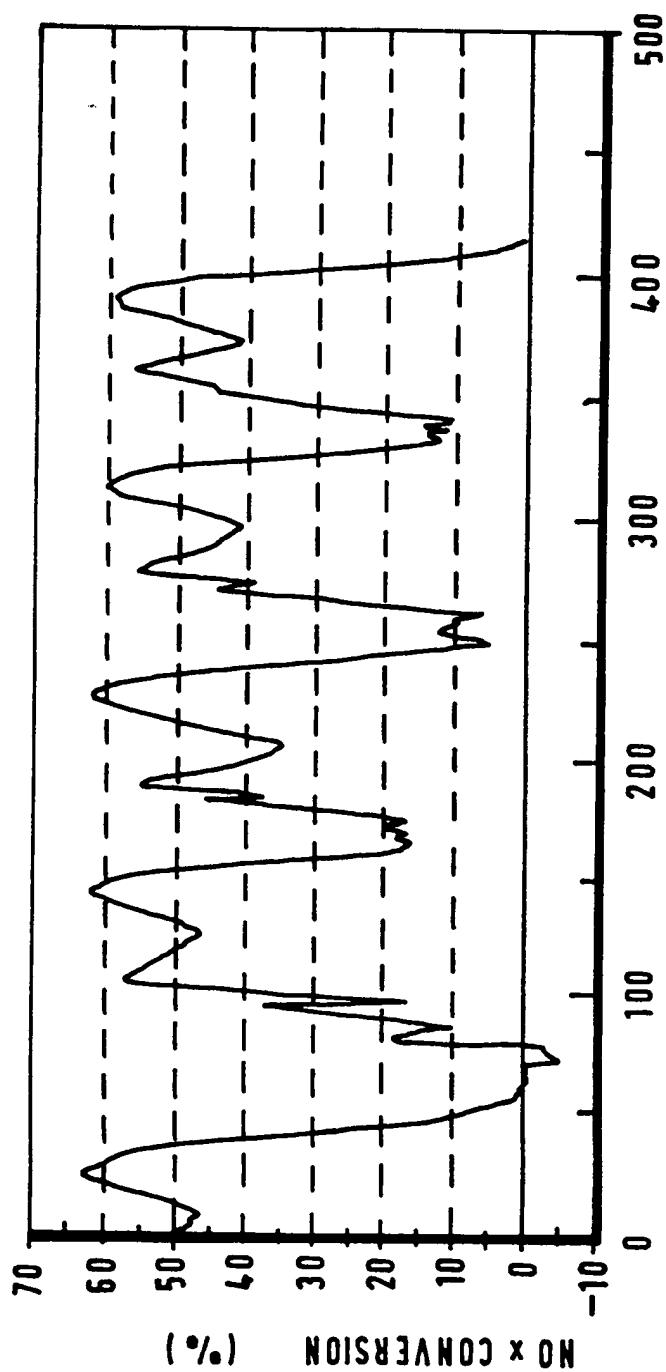
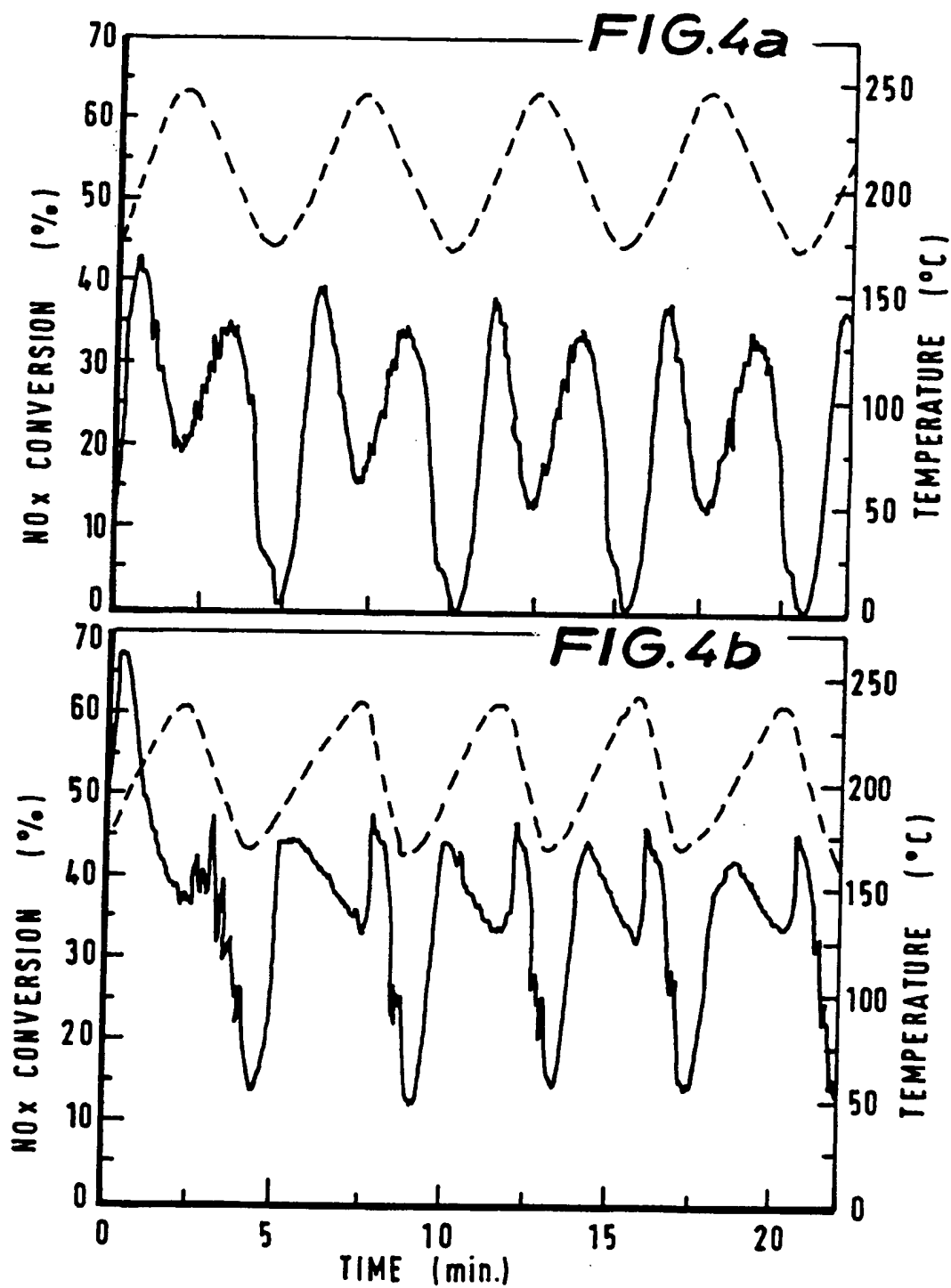
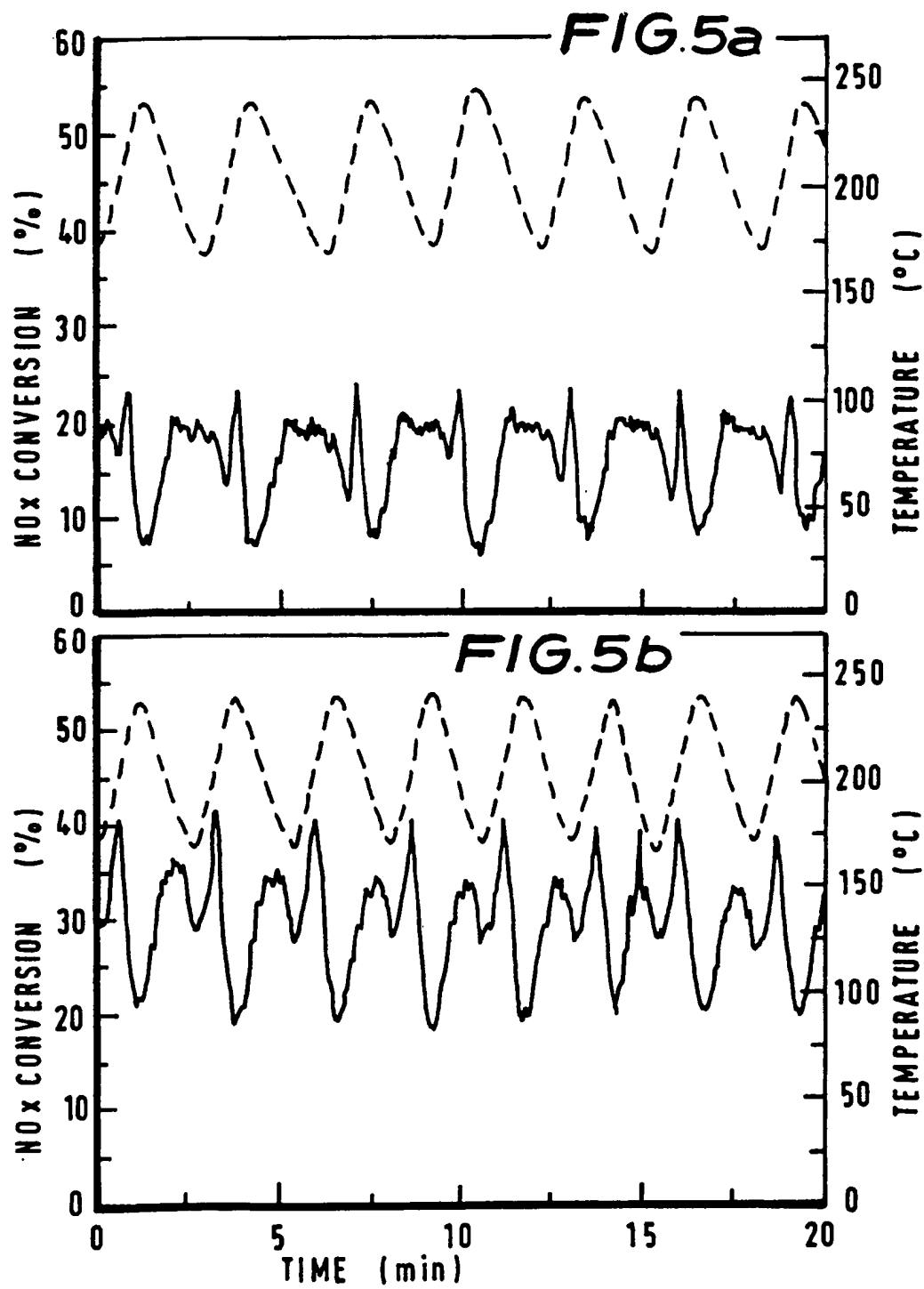


FIG.3

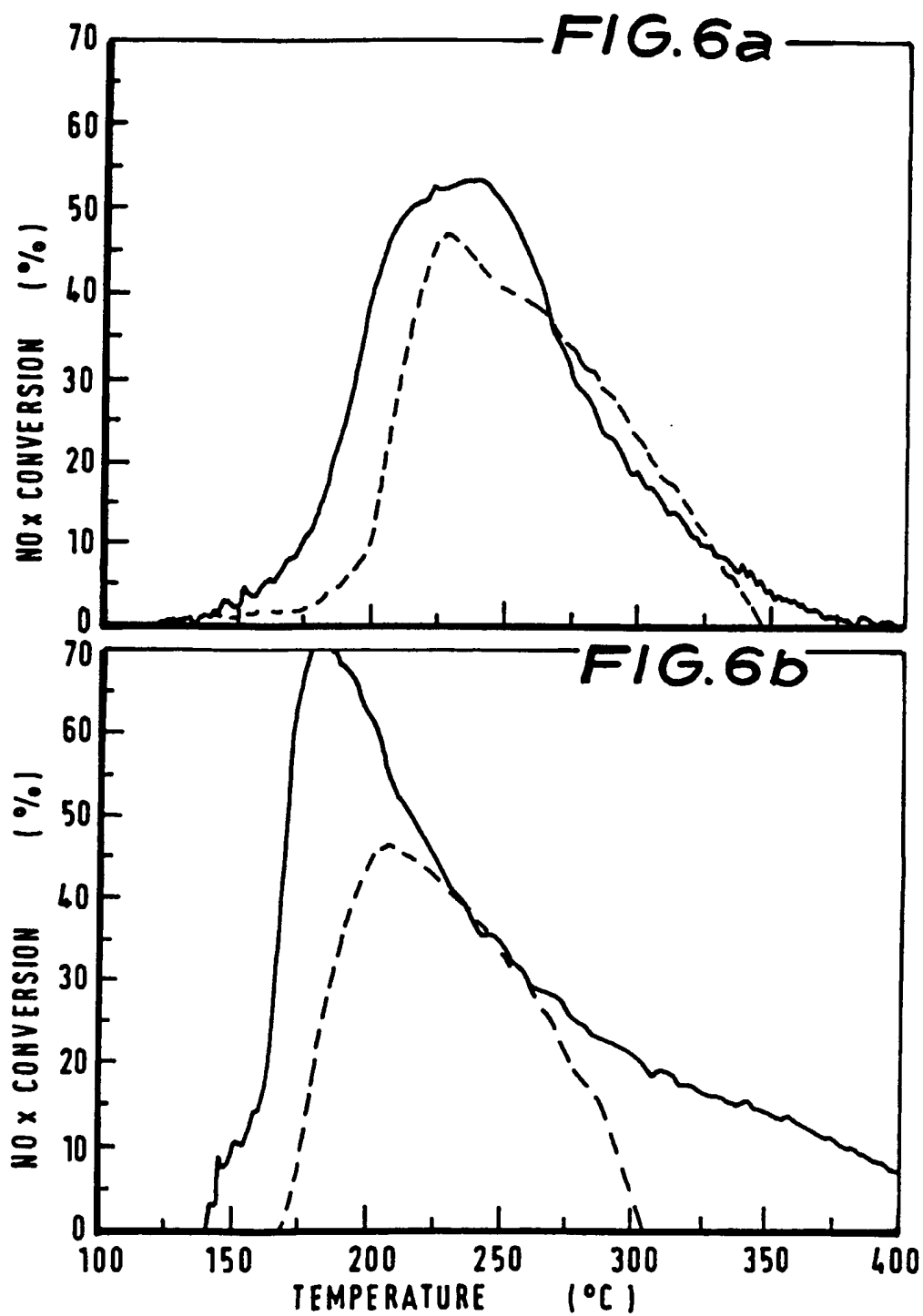
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INTERNATIONAL SEARCH REPORT

International Application No
PC/GB 96/01322

A. CLASSIFICATION OF SUBJECT MATTER
IPC 6 B01D53/94

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)
IPC 6 B01D

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Electronic data base consulted during the international search (name of data base and, where practical, search terms used)

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
E	EP 0 716 877 A (JOHNSON MATTHEY PLC) 19 June 1996 see page 3, line 5 - page 4, line 48 see page 5, line 21 - line 25; claims 1-10; table 1	1-7
X	US 5 078 979 A (DUNNE STEPHEN R) 7 January 1992 see column 3, line 47 - column 8, line 14	1-7
X	EP 0 584 737 A (TOYOTA MOTOR CO LTD) 2 March 1994 see page 6, line 6 - page 7, line 16; table 3	1,3-7
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☒ Further documents are listed in the continuation of box C.

☒ Patent family members are listed in annex.

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19 September 1996

Date of mailing of the international search report

25.09.96

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Y	US 5 407 880 A (IKEDA TAKUYA ET AL) 18 April 1995 see column 2, line 3 - column 3, line 54 ---	1-4,6
Y	EP 0 559 021 A (DEGUSSA) 8 September 1993 see page 3, line 3 - line 40; claims 1-10 -----	1-4,6

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